

Drink sank 'Wyre Victory'

DRINK was the root cause of the loss of the Fleetwood trawler *Wyre Victory* which sank after hitting a reef off the west coast of Scotland last year.

This was among the findings which were read out at the North Euston Hotel, Fleetwood, last week by Wreck Commissioner Barry Sheen QC, who conducted the inquiry last year.

It was announced when the findings were read that Skipper Alfred Watson, who was in command of the vessel, was censured over the casualty, while the vessel's bosun, Terence O'Flaherty, had his certificate of competence suspended for two years.

Wyre Trawlers Ltd, owners of *Wyre Victory*, was ordered to pay £3,000 towards the cost of the inquiry.

Mr. Sheen said that *Wyre Victory* had not taken positive action to stamp out the practice of taking alcohol on board its trawlers.

"This practice was the root cause of this casualty. It is for this reason that the court has come to the conclusion that the heaviest burden of the responsibility for the casualty lies with the owners."

He said that *Wyre Victory* now recognised that

the problem of drink warranted the searching of trawlermen's bags, and he suggested that searches could be made a term of trawlermen's contracts. Skippers should be given the full backing of owners in trying to stop illicit drink.

Of Mr. O'Flaherty, who was on the bridge of *Wyre Victory* when she sank, Mr. Sheen said that, in time, he would have made a good skipper if he had not fallen for the temptation of drinking to excess.

Mr. O'Flaherty had admitted that a cause of the loss was that he was in charge of navigation when totally unfit through drink.

Mr. Sheen said that Skipper Watson was the victim of circumstances which had been allowed to continue and develop by those higher up in the company. When there was a large amount of drink aboard it became impossible for the skipper to maintain any sort of discipline.

He added: "Skippers cannot maintain, and cannot be expected to maintain, discipline unless they know they have the full support of the management."

"If the owners do not enforce discipline, the task of the skipper is made even

more difficult than normal. There can be little doubt that similar conditions prevailed in many other trawler-owning companies."

Skipper Watson could not be condoned, although it had been decided not to withdraw his ticket because of his age and good record.

Peter Hewett, president of the Fleetwood Fishing Vessel Owners' Association, speaking after the findings had been announced, said that

over the years the problem of drinking had not been totally ignored.

By means of the port disciplinary committee and with other measures they had tried to counter it, but now that the inquiry had finally sorted out the legality of a bag search the way is clear to take the necessary steps.

He said that in the weeks since the inquiry had been held major firms in the port have made a concerted effort

to stop unauthorised alcohol being taken aboard ships.

Searches had taken place and, if a man was not allowed to drink, he was not allowed to have his bags inspected, he would be dismissed from the ship.

John Flann, chairman of the port disciplinary committee, said that firms are doing their level best to counter the problem. Stiffer penalties had been imposed on men in

matters concerning alcohol with offenders being taken from sailing at Fleetwood long periods.

Skipper Watson said the inquiry: "I am quite satisfied from my own point of view how the inquiry has gone. It is fair really, other than that I don't want to comment". The inquiry was one of the longest — if not the longest — in the history of the port with regard to the loss of a fishing vessel.

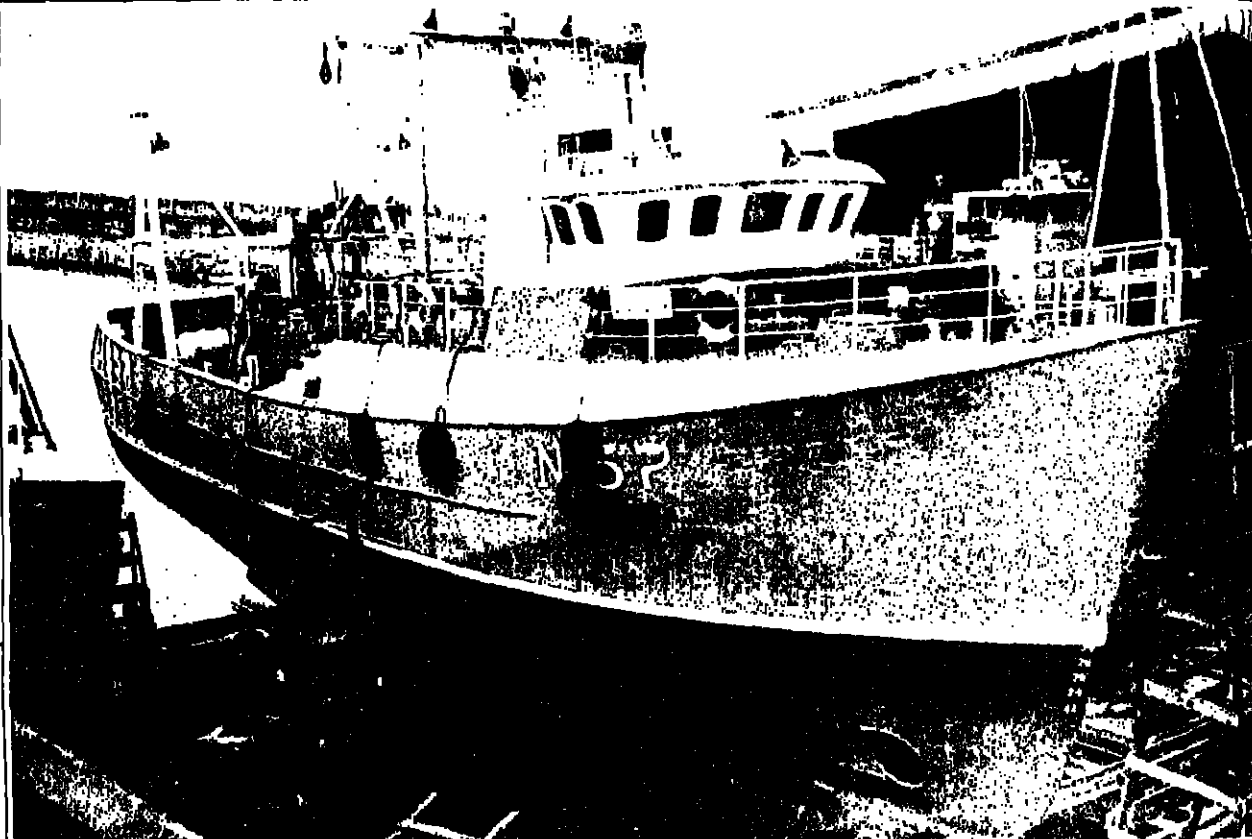
They came with about 50 tons of mackerel apiece. The trawlers had sailed south from their base at North Shields.

Also among the latest arrivals is the Grimsby 75-footer *Sioux*, which came into Penzance last weekend.

She is owned by the Boston Deep Sea Fisheries group, whose manager at Penzance is Hugh Sims.

It has been a boom time for Cornish mackerel this week, with the newly-revived port of Penzance well to the fore.

Her sister-ship, *Shawnee*, heeled over in Penzance har-



COMMENT

WHEN DR. David Owen, Minister of State at the Foreign Office told the committee investigating the fishing industry, last week that Britain could not risk a confrontation with Russia over fishing he was not understating the case. Just one look at the latest world catch figures from FAO for 1975, reveals the awesome strength of the Soviet fleet and its reliance on third country waters.

Russia catches nearly 10m tons a year, of which, two thirds is taken outside her own waters. An example of the way the Russians have been milking British waters can be seen from her mackerel catch. This more than doubled from 1,40,854 tons in 1974 to 321,715 tons in 1975. Her sprat catch too, was running at 183,750 tons — mainly from British grounds.

In fleet terms the figures are equally frightening, with 381 vessels over 1,000 tons plus 547 massive fish factory and carrier ships. The total EEC fleet can only muster 139 fishing vessels over 1,000 tons.

Under the new conditions laid down by the EEC, the Soviet Union is being asked to deploy less than 2 per cent of her fleet in community waters, and there are no prizes for guessing what her reaction will be. There can be little hope that the Russians will settle amicably for this kind of deal.

With the Foreign Office wanting to avoid a confrontation, it can only mean that if the Soviet Union does decide to enter into negotiation with the EEC, she will come out with a lot more fish.

Rules are easy to make, but when it comes to the crunch you have got to have the means and the will to enforce them.

fishing news

Homeux, Searcher, turn of Barret, vessels also new the Humber full up. Meanwhile, the unfortunate Glenda (Skipper Northey, Francois Wintem) lost part of way to the her deck cargo while crossing back to Grimsby.

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'Green Field' for Ireland

Seen on the slipway just before her launch is the new Anlong, Ireland, steel trawler *Green Field*. She has been built for the Chambers family and sailing with the vessel as mate will be William Chambers. He is the son of Skipper Victor Chambers, who has had a succession of successful wooden boats built since 1955. The new 87ft. *Green Field*, which is being followed by a sister-ship, may be starting her fishing career on Cornish mackerel. More details in *Fishing News* soon.

Teenage skipper takes on new boat

AN 18-YEAR-OLD skipper from Hayle, Cornwall, Stefan Glinski, is due to take out the new GRP 30-footer *Braggon* on trials this week.

The boat has been fitted out locally on a Versatility 30 hull and is owned by three brothers, their father and an uncle.

She is due to start longlining off the north coast of Cornwall from Hayle for some two months, before moving around to Newlyn.

Braggon has been fitted out locally to a design by the young skipper, who has been a full-time fisherman for two years. More details in *Fishing News* soon.

BID TO PROTECT SPIDER CRABS

THE Cornwall Sea Fisheries Committee is pressing for new legislation to protect the spider crab stock in its district.

At a recent meeting at Truro, Mr. W. H. Hocking reported that there is a growing market for spider crabs which could lead to heavy fishing of the species and depletion of the stocks.

The clerk of the committee reported that there is no minimum legal size for spider crabs and he is seeking scientific advice as to the best means of regulating this new fishery.

Mr. J. Harvey suggested landings of female spider crabs might be prohibited. For years the spider crabs have been considered a pest by south-west fishermen, who found that they ate the bait in the pots.

In 1976 the fishery began when a good order for live spider crabs was obtained from Spain and regular shipments were made from Plymouth, Salcombe and Dartmouth. The catch during 1976 was estimated to be worth £70,000 to local fishermen.

Transport to Spain was by the well boat *Natali* which regularly called at Plymouth and Dartmouth to collect spider crabs and other shellfish. The ex-tuna catcher, now equipped with

live fish wells, can carry over 20 tons of live crab each trip. The initial price paid to fishermen for spiders was 12p per lb. — a price well above that for hen crabs. With the increasing demand from Spain, 17p per lb. is expected this year. This is higher than prices for ordinary crabs.

Although the full extent of the spider crab stock is not known, it is believed that they are very abundant in many areas off Devon and Cornwall.

Local fishermen are confident that a valuable new fishery could be developed.

Spider crabs, especially the large ones, are being expanded. Spiders taken in ordinary type pots used in Devon, Cornwall, but the pots usually set much closer to shore than for crabs.

A local spokesman said that the best way of catching spider crabs is yet known but, within areas, the stocks are already work are given landings. The men are using the boat method of catching and handling.

Local fishermen are confident that a valuable new fishery could be developed.

50-TONS APIECE FOR 'BURTON' MACKEREL FLEET

THE FLEET of five 'Burton' multi-purpose trawlers joined forces last weekend at Penzance to start fishing mackerel. The first vessel in the Newington-owned group, *Bishop Burton*, arrived about a week before the other four, *Cherry Burton*, *Burton Constable*, *Burton Agnes* and *Burton Pidsa*.

They came with about 50 tons of mackerel apiece. The trawlers had sailed south from their base at North Shields.

Also among the latest arrivals is the Grimsby 75-footer *Sioux*, which came into Penzance last weekend.

She is owned by the Boston Deep Sea Fisheries group, whose manager at Penzance is Hugh Sims.

It has been a boom time for Cornish mackerel this week, with the newly-revived port of Penzance well to the fore.

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NEW 'SEA RANGER' GEARS UP

Seen helping to haul a mackerel trawl aboard the new Lowestoft 80-footer *Boston Sea Ranger* is her skipper, Ian Lacey (left). By late afternoon on Friday last week the net was loaded on and the boat set out for Cornwall on the Saturday. Seen with Skipper Lacey manhandling the Engel 1200 trawl are the mate, Mr. M. Reynolds (right) and deckhand, Mr. K. Howlett.



Poachers on the rampage

WITH THE mackerel off Tides, are being prepared. Under local bye-laws boats over 60ft. are not allowed inside the three-mile limit is growing fast.

Apart from the four Scottish purse seiner skippers who are due to appear in court this month (*Fishing News*, January 28), charges are also expected to be brought against six other vessels.

Worst offender is the 76ft. Fleetwood trawler *Benuolio*, which was seen poaching twice in December by the Cornwall Sea Fisheries patrol boat *Palores*. Last weekend, *Benuolio* was again in trouble when she was allegedly found fishing inside the limit off the Lizard by the fishery protection vessel HMS *Soberton*.

A summons is now out on the 101ft. Brixham trawler *Jennie Marie* and, also, *Integrity* from Falmouth. Charge against *Samantha* from Grimsby, and the Scottish vessels *Morning Star* and *Flowing*

According to one spokesman, the 'law of the jungle' now prevails on the mackerel fishery. Massive 250ft. trawlers are worrying small line boat skippers as they steam across their gear.

The arrival of vessels from Scotland, Northern Ireland, Hull, Fleetwood and Grimsby is leaving little room for the local fleet in which to manoeuvre. Many line fishermen maintain that it is the heavy fishing effort outside three miles which has driven the mackerel shoals inshore.

WORK IS getting under way on the development of Whitby upper harbour — a £205,000 scheme. The first phase involves considerable dredging and will take five months. The second phase will provide a refuge berth for the fishing fleet on the east side near the Church Street car park.

Jinx strikes boat again

THE Peterhead seine-netter *Starella* was towed 180 miles to her home port on Wednesday last week after falling victim again to a fouled propeller.

Starella has been dogged with trouble for the past 16 months. Her previous skipper, Tommy Milne, attributed most of this to oil-related debris and is now too enamoured with the situation, as it was impossible to direct the blame in a specific direction.

On one occasion *Starella* was laid up for three months after her propeller had been fouled by a length of 9 in. hawser. It was said that repairs and lost earnings for that spell cost *Starella* about £40,000. *Starella*, with her present skipper Fraserburgh man Ian Eddie, was towed home this time by *Loch Moidart*. Another vessel, the IN-registered *Fear Not*, also got into some trouble on the same fishing ground and was towed to Ergesund, Norway.

Mine in the net

AN explosion slightly injured a crewman on Monday when a mine was hauled in with a net.

A Navy mine disposal team had to be flown out to the trawler *Constant Friend* (Skipper Tony Rae) which was fishing 10 miles south-west of the Eddystone.

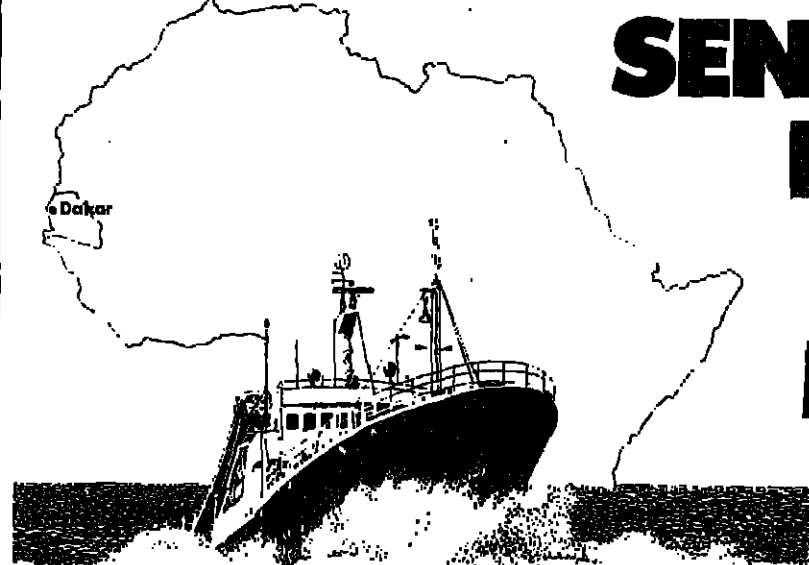
A helicopter from RNAS Culdroe flew to Plymouth to collect the team and then left them aboard the trawler.

Constant Friend, a Brixham boat working out of Plymouth, resumed fishing when the disposal work was completed.

The crewman, who was injured by an exploding cartridge, decided to stay on board.

Another Brixham trawler, *Thalassa*, stood guard for an hour over a bomb sighted floating 11-miles off Berry Head to make sure no other ship collided with it. The Navy found it was an exercise bomb.

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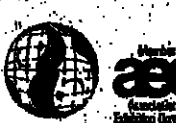
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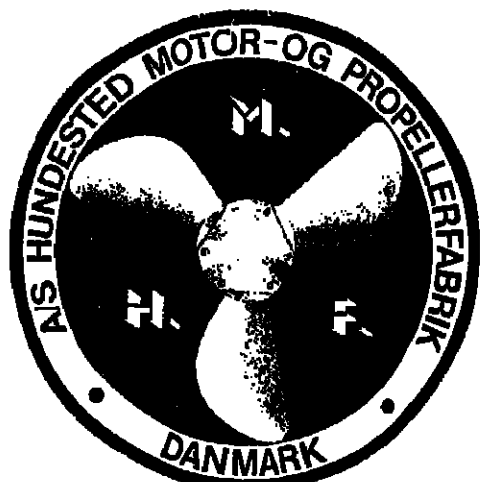
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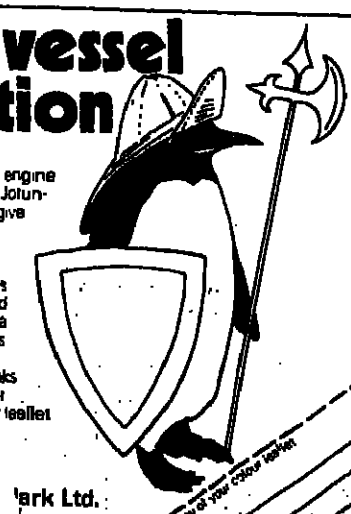
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'Iysha' takes the lot on delivery trip

BLACK ICE, snow, fog,
rain and gales were
just a few of the
problems Grimsby's
new multi-purpose
boat *Iysha* (GY 341) en-
countered while cross-
ing to the Humber port
from the Danish yard
of Marstal Traeski-
svaerft, Marstal, last
week.

Build of oak-on-oak, the
58-footer is the latest addition
to the rapidly expanding fleet
of Grimsby owners and agent
A. E. Richardson & Co. Ltd.
She is skippered by Denis
Sorensen who took *Iysha*
away on her maiden anchor-
seining trip at the beginning
of this week.

Skipper Sorensen told
Fishing News how impressed
he had been with the way
Iysha handled under such
testing conditions. "She is a
very good sea ship and did
very well indeed; I was very
pleased with her."

"From Marstal to Kiel it
was very cold and the sea was
freezing solid on everything.
We must have had three or
four inches of ice on the decks
and parts of the wheelhouse
— and we'd delayed leaving
because the weather was too
bad before!"

"Into the North Sea *Iysha*
hit dense fog off the Danish
coast and, once through that
lot, came the rains and wind."

In spite of all these natural
hazards, she completed the
trip in 54 hours, none the
worse save for a few scratches
on her brand-new paintwork.
Punching into the weather,
Skipper Sorensen said *Iysha*
made a good 8½ knots and,
with the winds broadside-on,
up to 9½ knots.

The vessel is another in the
highly successful series of
Marstal multi-purpose boats
designed by Don Pearce,
Richardson's marine
superintendent, and she is
capable of anchor-seining,
fly-shooting, single or pair
trawling and industrial
fishing.

The main engine is a
Gardner 8L3B of 230 bhp at
1,150 rpm and there is a
Lister auxiliary. Deck
machinery includes 'A' type
Ramme seine rope storage
drums, a two-speed Norlau
winch and a Hydema
pedestal power block astern.

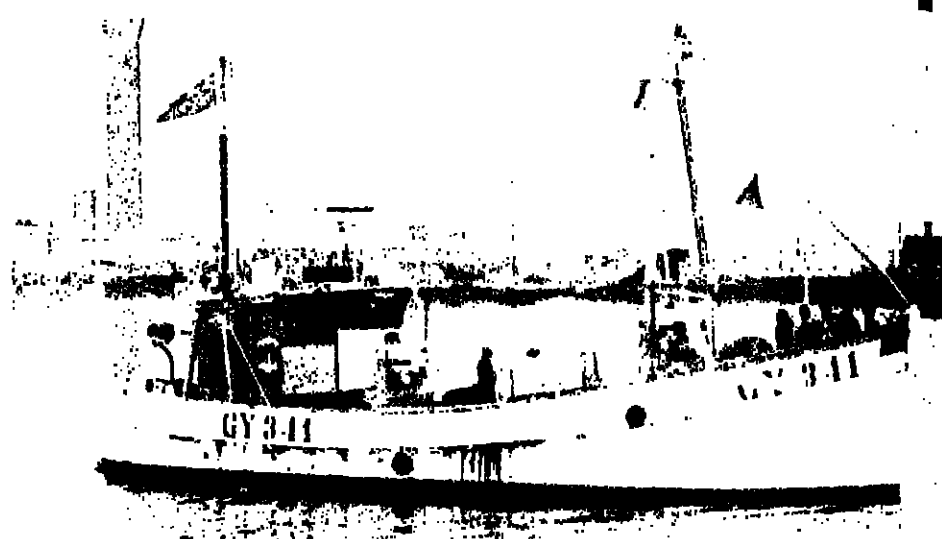
**Man dies
as boat
hits rock**

A YOUNG lobster fisher-
man is missing after his
boat struck rocks and
sank at the entrance to
Loch Ewe, on the west
coast of Scotland, on
Thursday morning, last
week.

The missing man, named
as Stuart Murray from Fife,
was fishing in the 18ft. lobster
boat *Alcedo* with another
man when she hit rocks,
possibly after fouling her
propeller, at Seir Maol
Mhoraidh Shuas.

The other crewman, Derek
Roxburgh, was thrown into
the water but managed to
scramble ashore and run two
miles to Cove and alert
emergency services.

Although Stornoway
Coastguard co-ordinated a
two-day search involving the
Coastguard Rescue Equip-
ment team, no trace of Mr.
Murray was found.



Above: *Iysha* at her home port
of Grimsby after a cold, wet
and windy delivery trip from
her Danish builders.

Below: Skipper Denis
Sorensen sailed her on her
maiden trip this week.

'Hooligans' ski on

INSHORE fishermen at
Langstone Harbour,
Hampshire, have lost
their campaign to get
water skiing banned in
the area.

The harbour board
which includes several water
ski enthusiasts — has agreed
to renew licences for the sport
although it is investigating
ways to prevent the skiers
from endangering fishermen,
anglers and bathers.

It plans to enlist the help of
a local water ski club in en-
forcing a code of conduct,
with large identification

plates (similar to fishing lic-
ences) and a code of conduct.

Said John Andrews of the
Langstone Harbour Fishermen's Association:
"Our boats are being dam-
aged and we receive nothing in
return."

"The harbourmaster has
no authority in law to de-
mand even the name and ad-
dress of a hooligan on the
water."

"I don't want to be a bit
of a water skier but water skiing has
been controlled and we want
banned until then."

Norway coast fish props Fleetwood

NORWAY COAST
grounds yielded much
needed supplies for
Fleetwood last week
when catches from
near and middle water
areas were low and far
between.

The side trawler *Elia
Hewitt*, commanded by
Skipper Jim Buckley, returned
from distant waters with
1,149 kits, including more
than 900 of cod and 200 of
haddock, which sold for
£36,238.

Later in the week, came
the stern trawler *Boston
Beverley*, under Skipper
Gordon Nowell, which had
also made the long stoam
to the coast of Norway. She
landed 1,340 kits, including
more than 950 of cod, 90 of
haddock, 100 of coley and
20 of reds, for a grossing of
£38,300.

Coley

Of the few near water
vessels to land, the 109ft.
London Town (Skipper Peter
Weirman) was the most
successful. After a 12-day trip
the vessel landed 281 kits —
including 26 of cod, 30 of had-
dock, 90 of coley, 10 of roker
and 50 of dogs — which sold
for £8,171.

There was also a good per-
formance by the pocket side
trawler *Resolute*, com-
manded by Skipper Bill
Ansell, which landed 209 kits
— 46 of cod, 50 of coley, 15 of

roker and 40 of dogs — for a
grossing of £4,584.

On the same day the stern
trawler *Resolute* (Skipper
Charlie Pook) made £1,074
from 194 kits, including 30
kits of cod, 30 of haddock, 40
of coley, 16 of roker and 66 of
dogs. The small side trawler
Replenish, skippered by
Mick Oldman, was the only
other vessel to make any

grossing of note during
the week. She landed 147 kits
— 60 of cod, 30 of haddock,
16 of coley, 16 of roker and 16
of dogs — to make £3,900.

There were good prices
all varieties. Cod never
below £30 a kit and
went up to more than
£40. Inshore landings were
small. Bad weather kept
vessels in port.

YARDS BOOK FOR SHOW

THE IRISH International Boat Show and Fish
Exhibition is now almost fully booked and will
open its doors in Dublin on March 1.

Fishing industry suppliers
have a large number of stands
and wide range of boat
yards are taking part. Firms
which have booked stands in-
clude: Brusselle Marine In-
dustries; Campbeltown Shipyard;
Crosshaven Boatyard; Decca Radar and
Navigator; Downcraft Ltd.;
Gordon; Gilbert Gilkes and
Gordon; Grenaa Diesel
Ireland; Hickey Boats;
Hundred Motorfabrik;
Irish Fish Producers
Organisation; Andreas
Jensen and Sonner; R. and B.
Laskov; Marten Industries;
Malahide Marine; Mevagh
Boatyard; Munster Simms;
O'Donoghue Boat Building;
Salvus; Balm; John; Tyrrell
and Sons; Yanroy Ltd. and

SUNKEN COBLE FOUND HOLED

DIVERS surveying the
former Scarborough
coble *Sea Triumph*, which
sank in the River Humber
near the entrance to
Grimsby fish docks, have
found a gash about 9in.
wide by the junction of
the stem and keel.

The hole was discovered
after the wreck had been
moved from its original
resting place to a position on a
nearby tidal beach, well out
of the way of navigation
channels.

It is still submerged at high
water and ongoing Depart-
ment of Trade preliminary
investigations will decide
whether the 34ft. coble may
have to be lifted for further
examination.

Last weekend experts were
trying to discover if the
damage was caused before, or
after, *Sea Triumph* sank with
the loss of three lives last
month. She was being
transferred from Scar-
borough to Hull at the time.

FLEETWOOD MEN SETTLE FISH DUES WRANGLE

FLEETWOOD in-
shoremen have settled
their long-standing
dispute with the
British Transport
Docks Board over
wharfage charges on
catches landed at the
port's Jubilee Quay. It
has now been agreed
that the charge should
be 1p in the £ on the
catch value.

Originally, the board
suggested 1.5p in the £, but
the inshoremen countered
with an offer of 0.75p.

Fleetwood docks manager,
Tony Winfield, said last
week: "We are pleased that
this difficulty has at last been
resolved. It has been a
problem for about nine
months. We have been slowly
making progress to what, in
our opinion, is a very

reasonable figure.
"When the fishermen are
making the money we get
paid. When they are not do-
ing as well their payments
decrease."

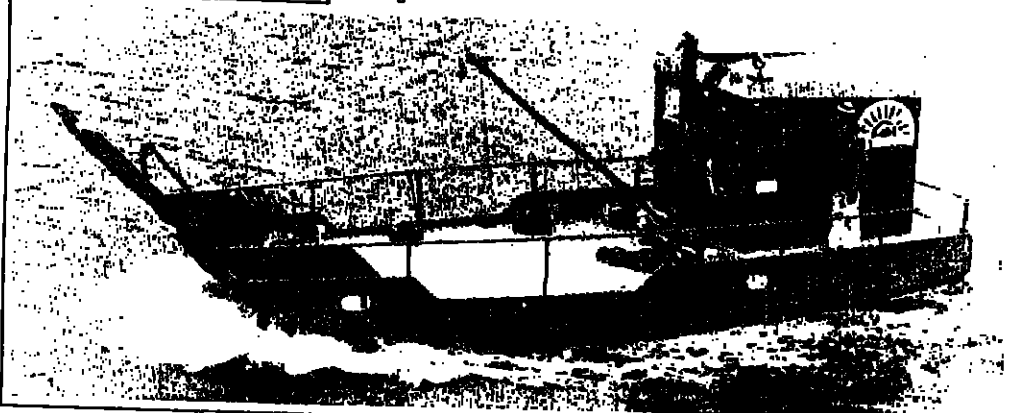
In addition to the wharfage
payment, the inshoremen will
continue to pay berthing dues
based on the length of their
vessel.

Harold Colley, secretary of
the Fleetwood Inshore
Fishermen's Association,
said: "Both sides are taking a
chance with the ad valorem
payment. Not until the end of
the first year of working will
either side really know
whether they are better off for
it comparing with other forms

of payment. We look upon
this as one problem out of the
way, leaving us free to tackle
others which are looming up."

Multi-role workboat for Scots fish farm

FISH FARMERS Golden Sea Produce has taken delivery of a
new type of multi-purpose workboat built by M. Macdonald &
Son Ltd. of Glasgow. The 30ft. *Salmo* (below), designed by
Glasgow naval architects A. Mylne & Co., has a 12ft. beam with
a spacious deck area. She is powered by a C-Power 4/254 diesel
engine developing 72 bhp continuous at 2,600 rpm and achieved
8 knots on trials. She has built-in tanks for 300 gallons of fuel.
Her large wheelhouse, containing two berths, is located aft
above the engine room. The vessel will work on a fish farm in the
west of Scotland producing turbot, Dover sole, salmon and
oysters. Following *Salmo*, Macdonalds plan to produce another
range of workboats designed by Mylne. With forward
wheelhouse, and 36ft. in length, they will be suitable for inshore
fishing.



Milford Haven supplies hit by Irish gales

SUPPLIES at Milford
Haven were hit last week
by gales on the Irish Sea
grounds and broken trips.

Top catch of the week was
landed by *Pictou Sea Eagle*

(Skipper R. Foster) after 12
days at sea. Close on her tail
was a stranger to the port.
Surveil, with 24,461.

Surveil landed 67 kits, in-
cluding five of cod, three of
whiting, two of roker, three
of turbot and brill, five of
plaice and 20 of soles.

The week began with the
arrival of the pocket trawler
Westerdale and *Pictou
Strait*. *Westerdale* (Skipper
Frank Reynolds) landed 51
kits making £2,128, while *Pic-
ton Strait* (Skipper John
Rogers) made £1,797 from
113 kits. Between them the
vessels landed a total of 25
of cod, 25 of whiting, 50 of
roker, five of turbot and brill,
five of plaice and 10 of soles.

On the following day two
vessels were forced back to
port by engine trouble after
four days at sea. *Jadestar*
(Gipsy (Skipper Jim Brodie))
grossed £822 from 20 kits,
while *Arthur Harvey* (Skipper
John Donovan) also
landed 20 kits which sold for
£727.

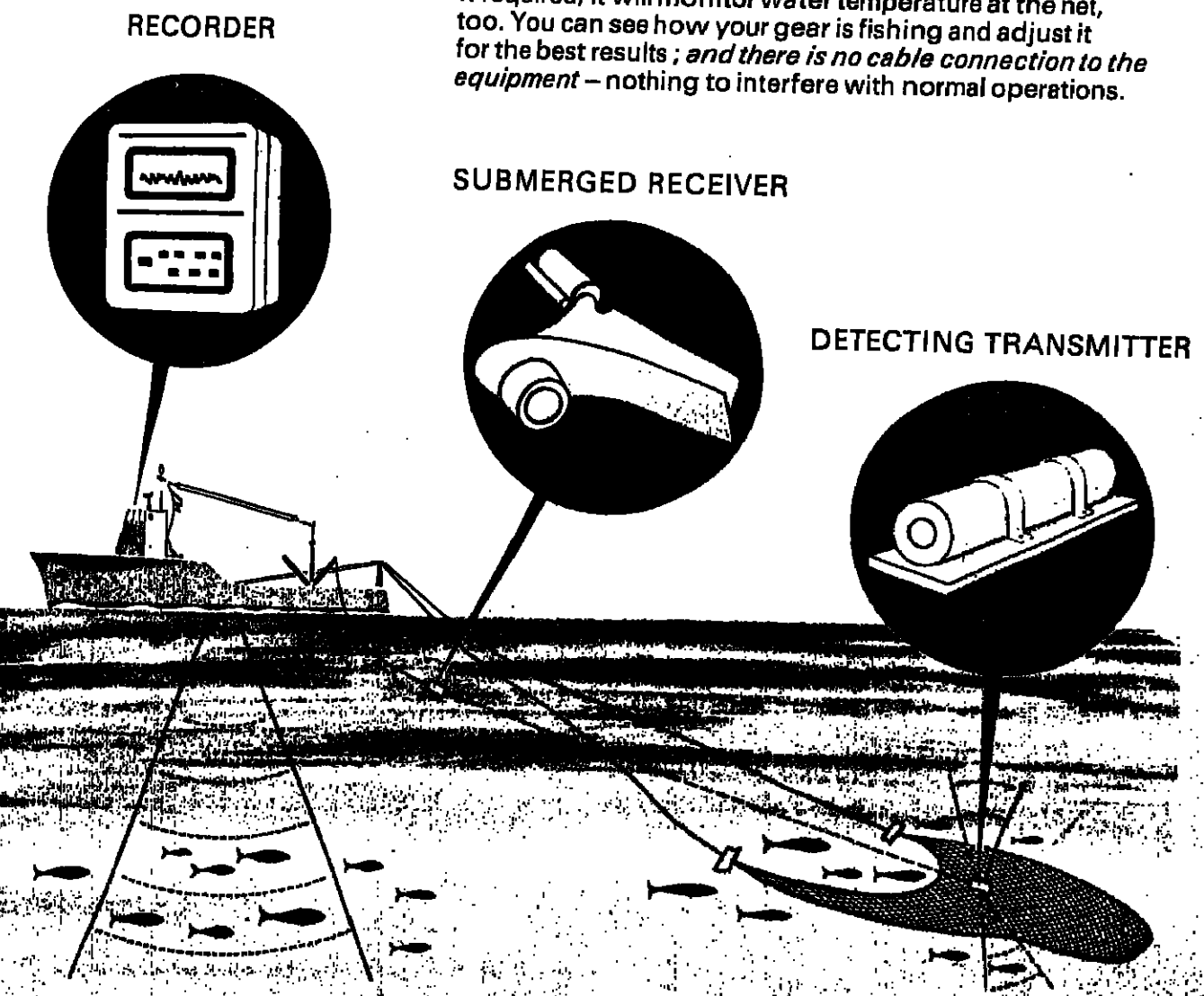
Of the local vessels, top
ship was *Bryher* (Skipper A.
James) making £3,899 from
84 kits. On the same day
Norrad Star (Skipper Jim
Manson) made £3,500 from
101 kits. Forty five of cod, 25
of whiting, 60 of roker, two
of turbot and brill, 10 of plaice,
and seven of soles were the
vessels' main varieties.

**CHANGES in White Fish
Authority and Herring In-
dustry Board loan in-
terest rates were made
on January 22.**

The new rates of interest
on vessels under 80ft. and
new engines are, up to five
years, 13 3/8 per cent; five to
10 years, 14 per cent; 10 to
15 years, 14 1/2 per cent; over 15
years, 15 per cent.

For processing plants, up to
five years, 15 per cent; five to
10 years, 16 per cent; 10 to
15 years, 16 1/2 per cent; 15
to 20 years, 17 per cent.

The rates on advances
before January 22,
are unchanged.



Marconi Marine fishfinding

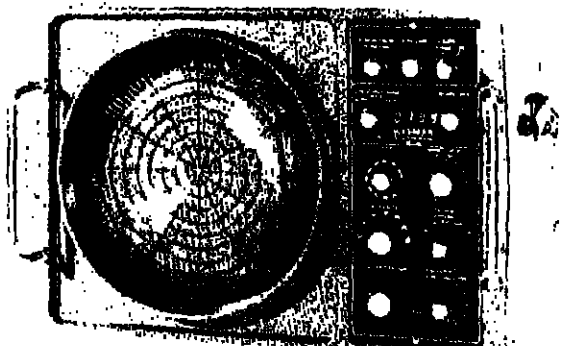
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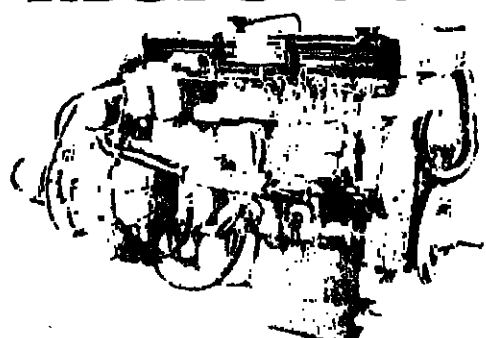
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£20,000 fine —with a catch

A FAROESE skipper was fined £20,000 last week for poaching within the 12-mile limit, but a relief skipper sailed the vessel *Durid* out of Lerwick harbour to Denmark where the illegally-caught fish was said to have sold for £48,000.

The case is believed to be the first brought under the Fishery Limits Act, 1976. Under the new Act, courts have power to impose fines of up to £50,000, as well as confiscating catch and gear.

Sheriff MacDonald at Lerwick, Shetland, ordered that Skipper Magnus Justesen, of the Klaksvic-registered vessel *Durid*, be kept in custody until the fine was paid. It is understood that moves are on the way to prevent future removals of vessels involved in alleged poaching offences.

Skipper Justesen had denied poaching 1.45 miles within the 12-mile limit off the west coast of Shetland.

Fining him, the sheriff said: "Because you are a foreign national and likely, if free to do so, to leave the jurisdiction of the court I will allow no time to pay the fine and will impose a period of three months imprisonment for non-payment which is the maximum allowed."

"The fine may seem severe but, in view of the value of the catch and the catches that can be taken, it is a very lenient penalty."

Durid's catch would almost certainly have been confiscated, he said, if it had been available.

The sheriff said: "I hope these circumstances will never occur again. I am being

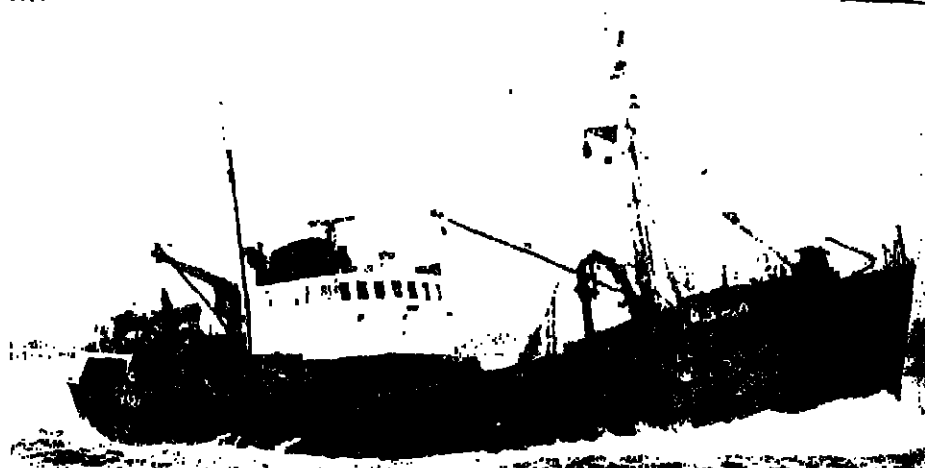
lenient in this case because it is the first prosecution under the new Act. But the new limits are very difficult to police and the rewards of successful poaching are very large. Accordingly, I shall not hesitate to use the whole powers available to me under the Act when I consider it appropriate."

It was the experience of the court that fish poaching is one branch of the law where a deterrent sentence is of five.

"In such cases we are not dealing with criminals, but practical businessmen who can be made to understand that the risk is not worth taking."

All foreign fishermen who fish around these coasts would be advised to accept this warning.

Skipper Justesen, married with a family, gave his evidence through an interpreter. He maintained that he was a short distance outside the 12-mile limit.



The Aberdeen trawler *Japonica* found fishing illegally in Faroese waters.

...FAROESE HIT BACK

ABERDEEN skipper Raymond Charles (20) has four weeks in which to lodge an appeal to a higher Danish court after being fined a total of £15,000 at a court in Thorshavn, Faroe.

Skipper Charles denied the

charge that, while in company with the trawler *Japonica*, he was fishing illegally within the Faroese 12-mile limit, on November 9 last year.

The alternative to the fine is a 60-day prison sentence. Skipper Charles said he was in no hurry to come to a decision about an appeal.

The fine includes the value of the trawler's fishing gear and her 380 cwt. catch which she landed after the trip.

The Faroese court heard that the Faroese fishery inspection vessel *Tjaldril* warned *Japonica* she was fishing within the limit. Skipper Charles was not on the bridge when his vessel was intercepted.

Tjaldril had no powers of arrest and *Japonica* sailed for Aberdeen arriving on November 9.

Skipper Charles said in court that the position he had been given might not have been correct and he had been shocked by the incident.



REPAIRS to the 578-ton BUT Grimsby distant water trawler *Northern Reward* (above), holed in the bows above the waterline during a collision in dense fog in the Humber estuary on January 25 with the coaster *Sophie Weston*, have begun at the south Humber port. The damage was confined to the bows and the repair work is expected to be completed fairly soon. There were no casualties on either vessel.

LIFT TO NIGERIA FOR TUG

THE TWO redoubtable Grimsby fish dock tugs, *Thomas Baskcomb* and *John Marsden*, which have been sold to Nigerian owners, left Grimsby on January 27 for Lagos.

The 280 hp tug *Baskcomb* is being loaded onto a deep-sea cargo vessel to complete the journey to Lagos.

The tugs became redundant last year when the Grimsby fleet was cut back to three vessels, with one engine room standing by, due to a big reduction in the number of trawlers at Grimsby.

Early trip sets up seiner record

THE 29-TON anchor-seiner *LENA* set up a new Grimsby port record on January 27 with a 15-day North Sea trip of 323 kits, nearly all large top-quality North Sea cod, which sold through the Sam Chapman & Sons Ltd. agency for £10,750.

This record was very much a personal triumph for Skipper Einar V. Sorensen, one of Grimsby's most popular seiner skippers, whose decision to put in an extra early trip with *Lena*, while most of the Grimsby seiner fleet was still laid up for the winter, paid off handsomely.

Not only did Skipper Sorensen astonish the port with the massive haul, but he also set a puzzle. His achievement may be unique as nobody seems to know if a Grimsby anchor-seiner has ever before set up a record in January!

It was not, however, all plain sailing for *Lena* and a spokesman for Chapman's told *Fishing News* she had to ride out some pretty rough weather for the first five days before it fared away and she dropped on to the fish. He added that most of the fish came late in the trip and went on to the market in superb quality. Apart from the cod, *Lena* had 12 kits of plaice, 17 of mae and 3½ of chittlings in her 323 kits.

Last year the Grimsby seiner grossing record was broken five times between June and August. It was previously held by the *Allard*, *Newson & Co. Ltd.* vessel *Voralla* (Skipper "Bebbe" Olesen) with £10,602 from 331 kits landed on August 9.



The Grimsby anchor seiner *Lena* grossed £10,750.

FISHING SHOW IS SET FOR CANADA

THE international World Fishing Exhibition is taking its first leap across the Atlantic to the eastern seaboard of Canada. From August 31 to September 7, Halifax, Nova Scotia, will be host to this biannual event which first took place in London in 1963.

The mayor of Halifax invited the exhibition to the city over two years ago. Since then the Fisheries and the Development departments of the Province's administration have given the project their support.

More than 40 companies have made applications for space in the two large halls which will house the exhibition.

Enquiries for stands have come from 11 countries: Canada, France, USA, Sweden, Holland, W. Germany, Spain, UK, Norway, Denmark and Finland.

The two halls front deepwater berths in the harbour, so demonstration vessels will be able to lay within a stone's throw of the stands. By August, the site will have had a major facelift.

Nova Scotia lies among a network of islands and salt water inlets which make up the Maritime and Atlantic Provinces, where fishing is a way of life and primary industry.

The eighth World Fishing Exhibition is being sponsored by the Federal Government of Canada, The Provincial Government of Nova Scotia, The City of Halifax, The City of Dartmouth, The Halifax Chamber of Commerce and World Fishing magazine.

It is being organised by Industrial and Trade Fairs Ltd., Radcliffe House, Blenheim Court, Solihull, West Midlands, England.

On September 3 the parties fly on to New York for a stay at a 40-storey Manhattan hotel. A spin around New York is included. The tour then splits to fly either to Florida or Toronto.

More details of the trips — and an application form — are contained in an insert with *Fishing News* this week.

...two ways to Halifax

AND PACKAGE trips to visit the Halifax fishing show are being run through the Dundas firm of Waid Morgan Associates Ltd.

The trips cost under £400 for ten days. Three stops are visited: Halifax, New York and Disney World.

Starting on August 30 and ending on September 9, the trip cost £399.50 and £50, respectively.

Ross Canaveral is forced home

BUT'S *Ross Canaveral* (Skipper D. Spivey), the only vessel supplying the Thursday fish market at Hull last week, returned after 15 days with engine trouble from a White Sea trip.

It is believed that a bearing in the main engine has been damaged. At the time of the turnaround the trawler was off the Norwegian coast and had

caught only 53 kits, which made £1,615 at the Hull sales.

A BUT spokesman stated that *Ross Canaveral* had just started fishing before the fault. He added that the trawler had come back under her own power and that repairs were in hand.

In addition to the small Thursday turnout from *Ross Canaveral*, Hull had about 1,200 boxes of fish brought overland from inshore ports.

Kurd in mercy dash

THE Hull trawler *Kurd* made a 36-mile mercy dash to Scarborough this week to land a seaman who cut his arm to the bone in an accident after 11 weeks at sea.

The freezer trawler was on her way home to Hull from Norwegian waters when Mike Dolan (25) gashed his arm with a teapot handle.

The crew went through to the bone and *Kurd*, sister ship to *Gaul*, headed for Scarborough at 14 knots to put him ashore. "I lost a lot of blood," he said. "It was a stupid accident in the galley while I was washing up."

Don't cut hull costs to the bone

Building and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nets, equipment or electronics — they are tools of the trade. All the more surprising then that some owners shop around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

Tyler hulls are not cheap. But we firmly believe that they are the best. We employ the best designers, we use the best glass and resin materials and our moulding techniques have been proven on the seven oceans of the world. Small wonder that discriminating fishermen, pilotage authorities and public services turn to Tyler for rugged reliability.

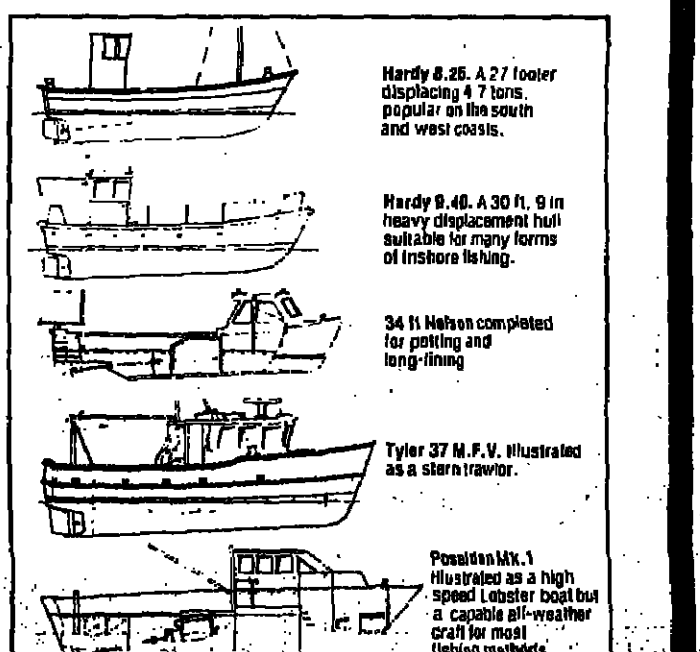
Fishermen agree that you get out of fishing what you put in, whether it is money, effort or skill. So only the best — not the cheapest — is good enough.

When you come to sell a boat built on a Tyler hull, you can expect to reap an additional benefit — a resale value which justifies your foresight.

Tyler Boats Company offer hulls and superstructures suitable for fishing and commercial craft from 18 to 75 ft.

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ON THE oyster scene 'cultch'—or the lack of it—seems to be in the news. In the United States a new shellfish hatchery based in California is producing 'cultch-less' seed using warm water from a nearby power station.

'Cultch' is the term used to describe the material the baby oyster settles on when it attaches itself to the sea bottom. This can be in the form of old oyster or clam shells, or stones and old tiles.

The 'cultch-less' technique encourages the young oysters to settle singly without 'cultch'—not in clumps as they do in their natural habitat, where 30 or 40 oyster spat will often settle on one oyster shell. Something like 80-90 per cent of the young oysters might die under these conditions.

The method used by the firm of International Shellfish Enterprises in California reduces the cost of handling heavy 'cultch' material and makes it easier to provide the range of oyster sizes needed by the oyster growers.

World-wide

A spokesman for the firm said recently: "We have done our homework. We know where we are going and we can provide excellent seed oysters for a world-wide market."

Will the American oyster be allowed in to this country? I believe Ministry of Fisheries staff are against the idea because of the fear of disease. Whatever happens, I think we will hear more of this progressive work in the future.

After making some enquiries, I discovered that we

shell fish chat

The new artificial 'cultch', each piece uniform in size and shape, disintegrates after about a year in seawater. The individual oysters growing on the same piece of 'cultch' separate out so are not overcrowded. Therefore, there is no competition with each other for space.

The report does not specify what the material is made from, but anyone interested could write to the British Columbia Research Council, Vancouver, Canada, for details.

Back closer to home, I note the use of the parlour-type lobster creel is growing along the west coast of Scotland. It has been used for years by some fishermen in south-western Scotland, but now fishermen as far north as Uist and Mull of Galloway are changing over.

This type of pot is made from two single-eyed creels, one inside the other. The single eye from the outside leads into the half in which the bait is located. Having entered this half in trying to escape, the lobster takes the easier path into the second inner creel.

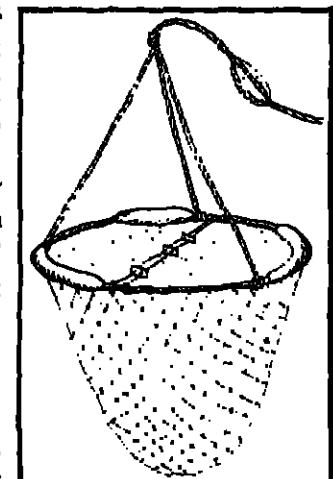
Of course, you don't catch large lobsters if the pot eye is small—but then, everywhere I fish, all the large lobsters seem to have been caught already!

While writing about the parlour pot, it led me to look back over the history of catching lobsters.

As far as I can discover lobster pots, as we know them today, have been in regular use only since about 1860. Before that time lobsters were collected by hand-picking or by the use of "trunks".

Hell wrote in 1853 of "lobsters and crabs being taken in considerable numbers from cliffs in the rocks at low water using a gaff, but this method was very limited."

'Trunks' or hoop nets used to catch lobsters in the 1800's.



ner creel, from which it has great difficulty in getting out. The parlour pot is not more effective in catching lobsters than the ordinary Scottish creel, but it is ideal in an exposed area where had weather and strong currents make it difficult to haul the pots at regular intervals.

In short, the parlour pots are ideal for fishing periods of more than 24 hours because the lobsters cannot escape so easily.

Jump

When I use a parlour pot, the catch of lobsters or crabs is always in the "parlour" side of the pot and never near the bait. Perhaps when the pot is hauled, it has also been proved that lobsters from single-eyed pots are less than from the double-eyed pots.

We all realise that lobsters can escape from a pot through the "eye". It follows that if a pot has two eyes, a lobster has twice as much chance of getting out! That's why we use small-eyed entrances about 5 1/2 in. in diameter for our lobster pots.

Of course, you don't catch large lobsters if the pot eye is small—but then, everywhere I fish, all the large lobsters seem to have been caught already!

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Baited

"Trunks" were simple hoop nets made of an iron ring about 2 ft. across, to which a shallow bag of netting was attached. These trunks, or "rings" as they were sometimes called, were baited with fish and sunk to the bottom by a stone or weight. At regular intervals, the trunks were hauled to the surface and any lobster or crab removed.

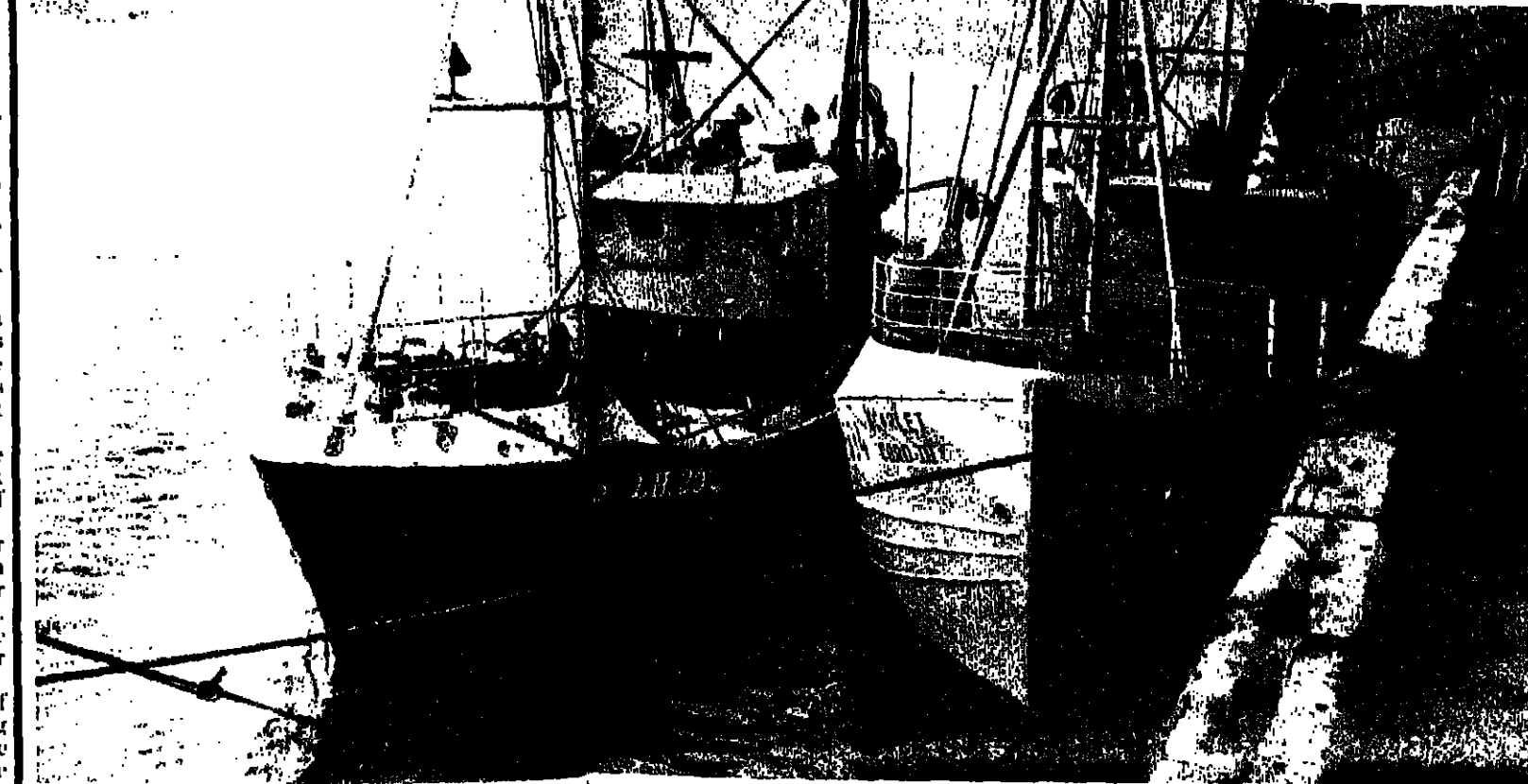
Fishing with trunks in Northumberland used to take place at night, when lobsters are more active. Two men would work 20 to 25 trunks and catches of 25 to 70 lobsters a night were common! The only problem in using trunks was that they needed constant attention at night, and there was a limit on the number which could be managed.

Single

Pots were first used along the north-east coast of England in about 1860. In these times most boats only worked about 50 pots, each pot being fished singly rather than in strings or fleets as they are worked today.

In the late nineteenth century trunks were used less and less because pots could be left to fish without anyone staying with them. Surprisingly enough trunks, or hoop nets as they are now called, were used until quite recently in a lobster fishery at Harwich, Essex. I understand that pots are used there now, although a few part-timers still have hoop nets.

Dublinbuilt seiner-trawler for Scotland



Above: Scarlet Thread II (left) and Scarlet Cord III (right) trawling. The boats have been pair trawling. When Scarlet II is to seine netting, she will still land most of her catches at her bow. The Ibercisa power block on an Atlas crane fitted aboard the Scarlet Cord III has been supplied by Cosalt and set at 270 degrees.

AN ADDITION to the fleet of Scottish boats based at North Shields is the 74 ft. seiner-trawler Scarlet Thread II. She has been built by the Malahide Shipyard of Southern Marine Ltd. in Co. Dublin, Ireland, for Skipper Tom Buchanan of Port Seton.

She has been taking part in the lucrative aprat fishing off the north-east of England, working a pair trawl in partnership with the Buchanan family's wooden boat Scarlet Cord III.

Later Scarlet Thread II will switch to seine netting, still landing most of her catches at North Shields.

With a beam of 22.6 ft., she is a cruiser-sterned vessel of iron on oak construction. The boat is of Scottish seiner-trawler layout with the deckhouse aft.

Her main engine is a Girona model 8P 24 T six-cylinder, in line, four-stroke, turbo-charged unit with an

input of 500 to 550 bhp at 500 rpm. This is direct-coupled to a controllable pitch propeller.

The engine was ordered through Cosalt of Aberdeen, which also supplied the power block and crane assembly, and the cargo winch.

Cosalt is UK agent for Girona Motorfabrik of Denmark and this is the second Girona engine bought by the Buchanan family.

A similar model powers Scarlet Cord III which was built by Sigbjørn Iversen of Norway a couple of years ago. Skipper Tom Buchanan said they had chosen the engine for Scarlet Thread II because of its reliability and ease of maintenance. Girona has supplied the entire propulsion unit including the stern gear and engine and propeller controls.

Auxiliary equipment driven from the engine includes an air compressor and Transmotor 110V and 24V generators. A piston-type bilge and general service pump was supplied by the engine makers.

generators, a Desmi bilge and general service pump and a two-stage air compressor are driven from the Lister auxiliary engine. About 2,500 gallons of fuel oil are carried.

Gear handling machinery includes Jensen seine and trawl winch, Fishing Hydraulics seine rope storage reels, and an Ibercisa AKA 25 in. power block hung on an Atlas articulated crane.

The entire power block assembly was provided by Cosalt, agent for Ibercisa of Spain, and Atlas Hydraulic Loaders Ltd. Based on the type of unit mounted on lorries, the Atlas crane enables the power block to be much more versatile and manoeuvrable; it can be slewed through 270 degrees.

In addition, the whole crane assembly is very substantial and the block has a maximum lifting power of some 3,300 kg.

The hydraulic cargo winch is of Cosalt's own manufacture and has a pull of some 3,300 kg.

There is capacity on each

Continued on page 10



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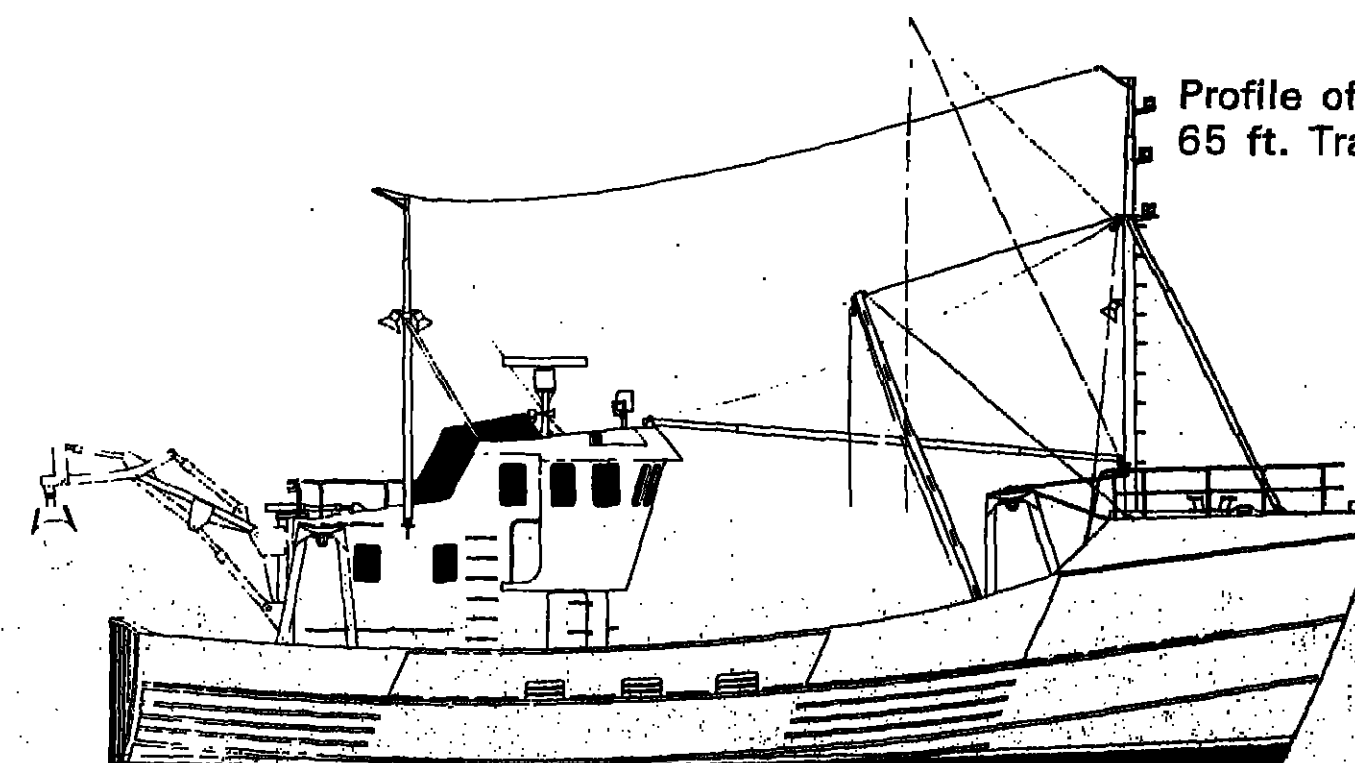
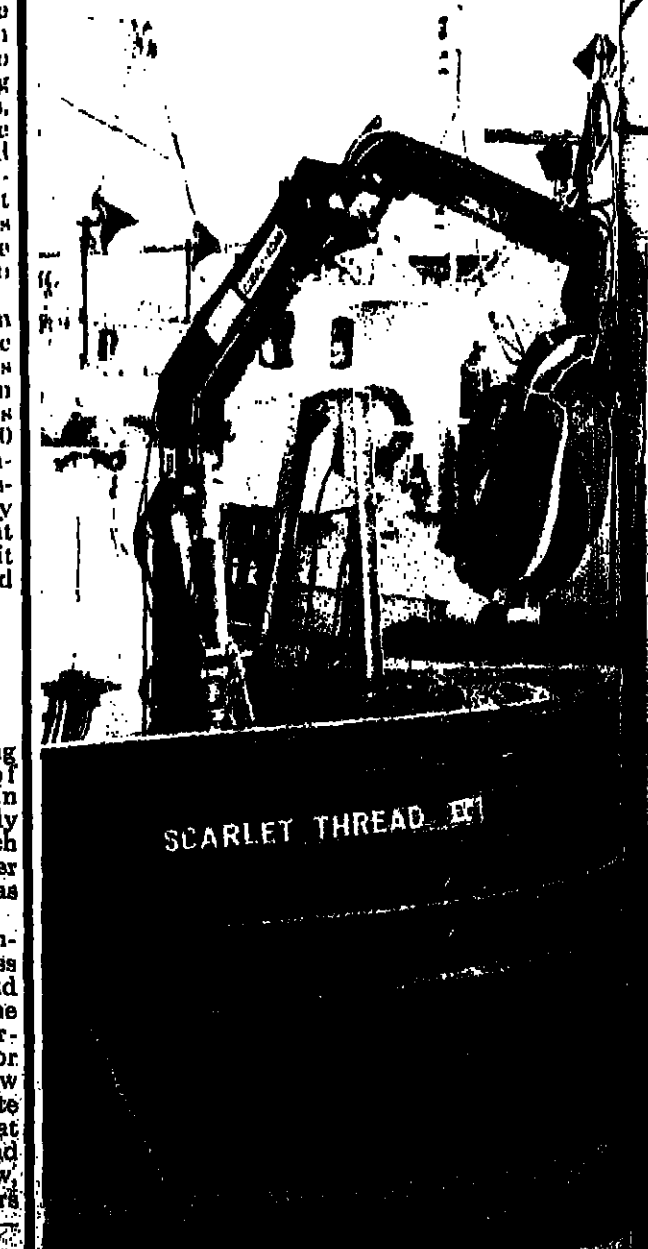
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Scarlet Thread II

Continued from page nine of the Fishing. Hydraulics rope storage reels for 13 coils of rope and they have the spoke flanges which reduce top weight. A Beccles rope coiler is carried for standby use.

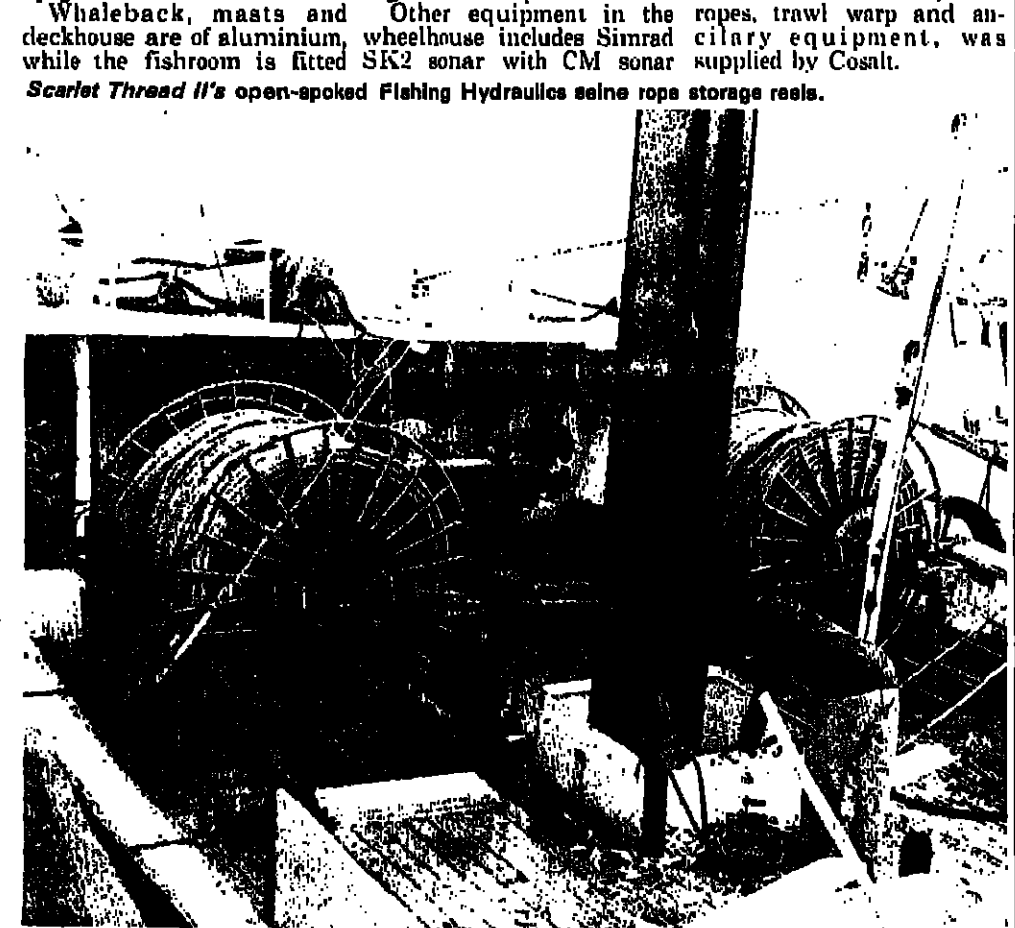
Hydraulic power for the winch is provided by a Dowty variable delivery pump driven from the fore end of the main engine, through a Northern Tool and Gear step-up gearbox.

Whaleback, masts and the deckhouse are of aluminium, while the fishroom is fitted with aluminium posts and boards. There is insulation on the bulkheads.

Brown and Perring (Instrumentation) Ltd. supplied most of the wheelhouse equipment including Atlas 700 Fishfinder, Atlas 450 Echograph, 'Sailor' T122/R105 seab radio telephone, 'Sailor' RT144 vhf radio telephones, Amplidex talk-back system, Atlas 3038 radar and a Brown and Perring automatic pilot.

Other equipment in the wheelhouse includes Simrad SK2 sonar with CM sonar.

Scarlet Thread II's open-spoked Fishing Hydraulics seine rope storage reels.



A day berth for the skipper is arranged in the wheelhouse, and the metal-framed wheelhouse windows are of Loxie Hydraulic Co. manufacture.

Domestic hot water is supplied by a Perkins boiler and the galley is fitted with a Mexico gas cooker and Electrolux gas fridge.

All of Scarlet Thread II's fishing gear, including seine nets, mid-water trawls, seine ropes, trawl warp and ancillary equipment, was supplied by Cosalt.

In the industrial sector, port landings were down, but sandeel landings were well up. Pair trawling caught on during the year. Trawl landings (including industrial) totalled 758,684 cwt. worth £2,578,076 — more than half the total value of the fishery, compared with 1975's figures of 641,960 cwt. and £1,150,331.

The herring catch went

Shetland catches soar to over £4.5 million

SHETLAND fishermen had a good year in 1976 with the island's catch value rocketing to over £4.5 million. After a drop of about £500,000 in 1975, the 1976 total showed a jump of £2 million.

A continued growth in industrial fishing is partly responsible. The total made up of white fish and herring landings in Shetland reached £4,017,131; landings by Shetland boats outside Shetland were valued at £289,064; and shellfish landings totalled £202,314.

In the industrial sector, port landings were down, but sandeel landings were well up. Pair trawling caught on during the year. Trawl landings (including industrial) totalled 758,684 cwt. worth £2,578,076 — more than half the total value of the fishery, compared with 1975's figures of 641,960 cwt. and £1,150,331.

The herring catch went

down, but the season was very much shorter. The boats fished between June and September to finish up the annual North Sea quota.

The value of the catch was up on 1975 as very little of the fish went for reduction to meal and oil. The 40,092 units sold for £461,229; in 1975, 41,830 units sold for £304,964.

In all sectors, average prices showed an increase over 1975. The average for seine net landings was £9.36 per cwt., compared with £8.62 in 1975, and for trawl landings (excluding industrial) the average was £9.69, compared with £7.01.

RARE LADY

THE North Shields boat Bishop Burton recently caught a tagged 98 cm. long female spiny dogfish while fishing in the north-west Rough.

It was tagged 17 miles NNW of St. Kilda in June 1980 when it was only 39 cm. long and at least 18-years-old.

Although several male spiny dogfish have been returned to the MAFF

NAVY MEN CALLED TO BLOW UP MINE

ROYAL Navy bomb disposal experts were called to St. Mawes, Cornwall, at the weekend to deal with a 1,000 lb. German magnetic mine.

The Second World War mine, packed with high explosive, was towed by the fishing boat *Tenac*, skippered by John Marshall.

Tenac came back to St. Mawes with the mine tangled in her net and a local dolphin, named Beaky, teamed up with the navy divers when they went to work on the mine.

The dolphin swam with the divers as they worked to free the mine, but stayed well clear when it was taken out of the water to be exploded on Monday.

Crack down on wood borers

"WEATHER and circumstances permitting, I expect to become a boat owner for the first time very shortly."

"The boat is built of wood and is old, but a friend who surveyed her for me says that there's a plenty of life in her yet if I look after her properly."

"I naturally intend to do so but, among other aspects of maintenance I know little about, is the best way to protect a wooden hull against organisms likely to constitute a menace to it."

"I should be grateful if you would let me know how best to protect the hull against them."

An effective way of protecting a wooden hull against penetration by marine borers is to sheath all underwater surfaces with sheets of copper. But this is prohibitively expensive nowadays and not to be considered in circumstances like yours.

Nowadays boats can be sheathed with laminations of glass or glass and resin of various kinds, with ferro-cement, or with synthetic rubber compositions. Though less costly than copper sheathing, a lot of preparation is involved.

One way of keeping your hull in sound condition without incurring such costs is through careful application of a suitable primer and at least two coats of a modern anti-fouling composition, plus regular slipping of the boat for inspection and restoration of these coatings.

In your circumstances I don't think you could do better than let Teal and Mackrell Ltd., Lockwood Street, Hull, know where your boat will be based, whether it will be kept afloat all the time or on moorings which dry out.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

64 advice on the best way to kill, boil, freeze and keep lobsters in cold storage. No. 13 tells you how to clean, cook and extract the meat from mussels, cockles and whelks. It also advises on smoking, canning and bottling them.

No. 26 tells you how to store, kill, cook and pick the

and how much it will be used.

If you can do this, the company is likely to offer you one of its anti-fouling compositions which will be reasonably priced, yet afford adequate protection.

This is what I did a couple of years ago and they sent me a composition called *Tenac* 'Killa' Anti-fouling. This has proved to be as effective as any, except the most expensive compositions, which I have tried during the last 20 years.

It has destroyed most fouling organisms bent on attaching themselves to the hull of my boat or deterred them from doing so — even during the long, hot summer of 1976.

BONDING RESIN

"I HAVE an old 12ft. tender built of mahogany which is beginning to leak. I have been wondering whether it would be possible to give it a new lease of life by sheathing it with GRP."

If you know of any firm which supplies GRP repair kits complete with instructions for use, I should be grateful for a name and address.

There are many concerns

which supply GRP repair kits with instructions for use, among them Bondaglass-Voss Ltd., 158 Ravenscroft Road, Beckenham, Kent.

As this company has recently introduced a new resin for use when skinning wooden boats, I think it would pay you to find out first of all exactly what it can offer by way of a repair kit.

The resin is called G4 and a desirable feature about it is that no hardener has to be

added to it as it is cured by the moisture in the air. It is a thin, brownish liquid which can be applied by brush, roller or spray gun and is said to bond very strongly with wood.

It is claimed that it can be used instead of varnish on wood surfaces; that, with a little sand added, it makes a durable coating for decks; and that it can be used for protecting metal surfaces against corrosion.

It seems possible, therefore, that you might be able to use it on its own for making your boat watertight.

How to cook crabs

"CAN YOU tell me where I can get information about the best way of preparing and cooking lobsters, crabs, cockles and other shellfish?"

Torry Advisory Note No. 6 advises on the best way to kill, boil, freeze and keep lobsters in cold storage. No. 13 tells you how to clean, cook and extract the meat from mussels, cockles and whelks. It also advises on smoking, canning and bottling them.

No. 26 tells you how to store, kill, cook and pick the

meat from crabs, and advises about hygiene in premises in which they are processed. No. 29 tells you how to process Norway lobsters or Dublin Bay prawns. No. 46 advises on shucking, washing, dipping, chilling, freezing, cold storing and thawing scallops.

If you are interested in processing shrimps, you can read all about cooking, peeling, chilling, freezing and keeping them in cold storage in Advisory Note No. 54.

All these Notes and about 50 others on fish processing and other matters are available free from the Torry Research Station, PO Box 31, Aberdeen AB9 8DG.

PRAWN CREELS

"I SHOULD be obliged if you could let me know where I can get prawn traps made of plastic instead of wood and wire."

Since you write from Devon, I presume you want traps for taking common prawns, not nephrops.

If that's the case, creels likely to suit your purpose very well are available from Delmar Engineering, 22 Church Road, Selsey, West Sussex.

They are not made entirely of plastic materials for frames, are made of welded, 6mm diameter steel rod. But these are plastic coated and so are the steel entrance rings fitted in the creels. Bases, covers and entrances are all made of small mesh plastic netting.

The creels are about half the size of a standard east coast.

PITCH PROP TEST

"I AM considering buying a 30ft. Norwegian-built boat for inshore fishing but, although in many respects it is what I want, I am unsure about the merits or otherwise of the controllable pitch propeller."

I am not sure what I ought to look for as an indication of wear when I examine it. Could you please advise me about this?"

I have been told that if controllable pitch propellers are installed in boats used for working in shallow water, sand is liable to get into the works and cause wear. But I wouldn't know exactly how to examine a cp propeller for wear caused by sand or anything else. All I would be able to do would be to note whether the blades were pitted or damaged in any way.

Faced with a problem like yours, I would get the engineer at the yard where you would have maintenance work carried out on the boat to vet the propeller for you.

He will be able to tell you whether it is in good, fair or poor condition and whether you should adjust your ideas of what you are prepared to pay for the boat on its account or not.

Since, if you buy the boat, he will be responsible for the maintenance of the propeller, his opinion is likely to be of more value to you than anyone else's. He, and no one else, will carry the can if it is erroneous.

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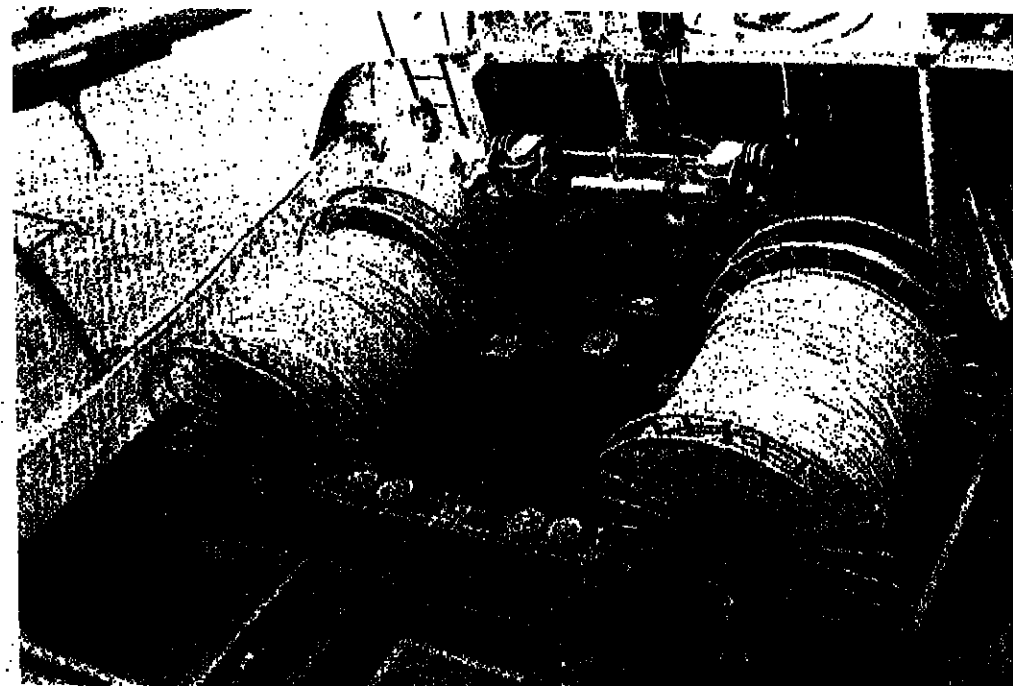
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